OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

'CHINA MAIL' OFFICE.

The China Mail.

Established February, 1845.

No. 10,097. 英一千八百九十五年六月廿九號 HONGKONG, SATURDAY, JUNE 29, 1895. 乙未年閏五月初七日 PRICE, $2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 160 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Batelière*.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALE & Co., LIMITED. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 5,000,000.
RESERVE LIABILITY OF PROPRIETORS..... $10,000,000.

COURT OF DIRECTORS:—

J. KRAMER, Esq.—Chairman.

Hon. A. McCONACHIE—Deputy-Chairman.

Hon. J. J. Bell-Irving. G. B. Dodwell, Esq. M. D. Ezekiel, Esq. R. M. Gray, Esq. | S. C. Michaelson, Esq. D. R. Sassoon, Esq. N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, June 12, 1895. 343

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 5 %
" " " 6 " 4 %
" " " 3 " 3 %

T. E. SANSOM,
pro. Manager, Hongkong.

Hongkong, June 13, 1895. 846

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED, ...£1,125,000.
PAID-UP, ... £ 562,500.

Bankers.
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months,.....5 %
For 6 Months,.....4 %
For 3 Months,.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893. 228

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq. CHAN KIT SHAN, Esq. | H. STOLTERFOHT, Esq. CHOW TUNG SHANG, Esq.

KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

STAINFIELD'S PRIVATE HOTEL, 3 DUDDELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience.
Accommodation for Table Boarders.
Particulars, Address,
MRS. STAINFIELD,
Proprietress.

Hongkong, January 5, 1895. 38

Intimations.

TAK CHEONG,
TAILORS AND OUTFITTERS.

WE Have This Day REMOVED to Nos. 50 and 52, QUEEN'S ROAD CENTRAL, next to Messrs. GAUPP & Co.

Hongkong, June 28, 1895. 1198

Hannay's COMPOSITION FOR Coating Ship's Bottoms.

USED BY:—
Ocean S.S. Co.
White Star Line.
Fast Indian Ocean S.S. Co.
Glen Line.
Cunard Line
Allan Line, etc.

HARRY WICKING,
Agent for Hongkong & South China.

Hongkong, May 1, 1895. 815

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Agamemnon*, Captain STEEVES, will be despatched as above on TUESDAY, the 2nd July.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 24, 1895. 1164

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(*Passing through the* INLAND SEA).

The Co.'s Steamship *Hohenzollern*, Captain H. WALTER, will leave for the above Ports on or about WEDNESDAY, the 3rd July.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, June 28, 1895. 1192

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Bayern*, Captain SCHMÖLDER, due here with the outward German Mail about the 2nd July, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, June 28, 1895. 1193

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Wingsang*, Captain YOUNG, will be despatched as above on FRIDAY, the 5th July, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 28, 1895. 1195

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Changsha*, J. E. WILLIAMS, Commander, will be despatched as above on SATURDAY, the 6th July, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 14, 1895. 1114

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA.

The Steamship *Hupeh*, Captain EVEREST, will be despatched on SUNDAY, 7th July.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 24, 1895. 1195

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, *VIA* PORTS OF CALL.

The Co.'s Steamship *Kaisow*, GEO. W. LONG, Commander, will be despatched as above on or about the 10th July.

For Freight, etc., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, June 18, 1895. 1133

Business Notices.

LANE, CRAWFORD & Co.

MUSICAL DEPARTMENT.

STOCKS ON HAND AND AT REASONABLE PRICES, OF

ENGLISH PIANOS, BY
COLLARD & COLLARD.
JOHN BROADWOOD & SONS.
CHALLEN & SON.

GERMAN PIANOS, BY
C. BECHSTEIN.
F. DÖRNER & SOHN.
F. GEIGER.

BAND INSTRUMENTS, BY
BOOSEY & Co.
MEYZLER & Co.
GAUTROT & Co.
BESSON & Co.

PIANOS Sold on the Monthly Payment System.
TUNINGS AND REPAIRS, by FIRST-CLASS WORKMEN.
A LARGE SUPPLY OF MUSIC IN SHEETS AND VOLUMES.

Hongkong, June 11, 1895. 1083

Vinolia Soap

Don't use Boiled Soap for the Toilet.

"VINOLIA" IS A REFINED SOAP.
It keeps the complexion fresh and clear.

No other Soap has received such high awards as "VINOLIA" SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.

VINOLIA SOAPS—All Prices. VINOLIA SHAVING STICKS and CAKES.
VINOLIA CREAM (For Itching, Face Spots, &c.), and VINOLIA POWDER (For the Complexion).

WILKINSON'S
ESSENCE OR FLUID EXTRACT OF RED JAMAICA
SARSAPARILLA
Estd. since 1829.
Pronounced by the HIGHEST MEDICAL AUTHORITIES the most
WONDERFUL PURIFIER OF THE HUMAN BLOOD

The Safest and most Reliable Remedy for
TORPID LIVER, DEBILITY, ERUPTIONS, POORNESS OF BLOOD, &c.

Indisputable Evidence.

"We cannot speak too highly of it."—Lancet.

"A superior preparation that may always be relied on."—SIR A. COOPER.

"We recommend your RED JAMAICA SARSAPARILLA."—MEDICAL REVIEW.

"The only preparation for removing what may be called the sequelæ of a mercurial course."—SIR R. MAYNE.

"I am never without it, when feeling depressed or out of sorts from anxiety or fatigue, a dose or two animates me."—The Late LORD CLYDE.

"Your essence of RED JAMAICA SARSAPARILLA cured me of a Torpid Liver when all other medicines had failed."—Elsewhere.

Has Maintained for Over SIXTY YEARS THE HIGHEST REPUTATION

It is asserted on the best authority that a little taken daily is the BEST PREVENTIVE of ILLNESS.

IMPORTANT CAUTION. Beware of Worthless and Injurious Imitations.

To be procured of all Chemists and Dealers in Medicines.

HONGKONG: DAXIN, CRUICKSHANK & Co., A. S. WATSON & Co., &c.

"Johannis"

The King of Natural Table Waters.

SUPPLIED BY ROYAL WARRANT. TO HER MAJESTY THE QUEEN.

Supplied to the HOUSE OF LORDS and the HOUSE OF COMMONS.

IN BOTTLES AND HALF-BOTTLES.

MIXES equally well with Wines, Spirits, Milk, Fruit Syrups and Lime Juice.

SOLE AGENTS for South China and Philippines,
WATTS & Co.,
Ice House Street, Hongkong.

1121

"Now, good digestion wait on appetite and health on both."

They will, if you go to the

HONGKONG HOTEL

to Tiffin and Dine.

1178

WALTER W. BREWER.
SPORTING GOODS.

FOOTBALLS. BOXING GLOVES.
CRICKETING GOODS. TENNIS GOODS.
INDIAN CLUBS. DUMB BELLS.
'ASCOT' RACE GAME.
THE OLD " "

Hongkong, June 10, 1895. 1175

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
28, Queen's Road Central.

ASBESTOS PACKINGS to suit all Steam Power.

Jointings for any work, however great the pressure and temperature.

TRADE MARK BELL'S ASBESTOS.

DAGGER PACKING

LUBRICANTS both liquid and solid.

ESTIMATES given for COVERING BOILERS and STEAM PIPES, with our Patent ASBESTOS COMPOSITION.

700

H.-KONG TRADING CO.
(*JUST RECEIVED*).
LADIES' AND CHILDREN'S
CALCUTTA PITH HATS
(All SIZES AND SHAPES).
Nos. 1 to 5, D'AGUILAR STREET,
And Under HONGKONG HOTEL.

Hongkong, June 29, 1895. 1202

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
JAPAN	*Siam*	Daylight, 30th June	Freight or Passage.
SHANGHAI	*Rosetta*	Daylight, 1st July	Freight or Passage.
SHANGHAI	*Japan*	About 2nd July	Freight or Passage.
LONDON, &c.	*Pekin*	Noon, 4th July	*See Special Advertisement.*
JAPAN	*Ancona*	Noon, 5th July	Freight or Passage.
LONDON (Direct)	*Ceylon*	About 11th July	Freight or Passage.
LONDON *vid* MARSEILLES	*Japan*	About 27th July	Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, June 29, 1895. ALF. WOOLLEY, *Acting Superintendent.* 1181

H. RUTTONJEE.

CLARET. CLARET. CLARET.

THE following CLARETS are Specially bottled for me at BORDEAUX:—

	Per doz. Quarts.	Per doz. Pints.
P. MARGAUX,	$12.50	$6.75
ST. JULIEN (Two Crown),	9.50	5.75
ST. JULIEN (One Crown),	7.00	4.50

I can guarantee the Brand is far Superior in quality and cheaper in price than any Claret obtainable at this price.

H. RUTTONJEE, 13, *D'Aguilar Street.*

Hongkong, May 11, 1895. 899

W. POWELL & Co.
JUST RECEIVED
NEW STOCK OF
SUMMER DRESS MATERIALS.
Patterns free by Post.
W. POWELL & Co.

Hongkong, May 11, 1895. 900

SHANGHAI BREWERY
Pale Bitter Ale,
IN SMALL CASKS.

BREWED from MALT & HOPS only.
IN SPLENDID CONDITION.

Casks— 9 Gallons ... ... $ 7.50.
18 do. ... ... 15.00.

DOUBLE STOUT.

Casks— 9 Gallons ... ... $ 8.00.
18 do. ... ... 16.00.

WATTS & Co.,
Sole Agents, Ice House Street.

860

Apollinaris

"THE QUEEN OF TABLE WATERS."

"More wholesome than any aerated water which Art can supply."—THE TIMES.

SOLE AGENTS:
CARLOWITZ & CO.,
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

MRS. MATHER,
2 and 3 *Peddar's Hill.*

Hongkong, July 24, 1893. 1287

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 2, 1895. 628

Ship[illegible]

Steam[illegible]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship Tai[illegible], Capt. Barton, will be despatched for the above Ports TO-MORROW, the 30th inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK, [illegible]
General Manager.

Hongkong, June 29, 1895.

FOR SAMARANG AND SOURABAYA.

The Steamship Cromarty, Captain DUNCAN, will be despatched as above on MONDAY, the 1st July, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, June 24, 1895. 1171

FOR VLADIVOSTOCK, *VIA* SHANGHAI, CHEFOO AND NAGASAKI
(*Taking Cargo at through rates to* COREAN PORTS).

The Steamship *Afghan*, Captain BARTON, will be despatched as above at Noon on TUESDAY, the 2nd July.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, June 21, 1895. 1105

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY, Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC PORTS, (VENICE, TRIESTE), LEVANTINE, and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Steamship *Letimbro*, Captain DIMARCO, will be despatched as above at Noon on TUESDAY, the 2nd July.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, June 26, 1895.

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship *Glenfarg*, Captain SELBY, will be despatched as above on TUESDAY, the 2nd July, at 3 p.m.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, June 24, 1895. 1161

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship *Esmeralda*, Captain TAYLER, will be despatched for the above Port on TUESDAY, the 2nd July, at 5 p.m.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, June 27, 1895. 1100

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship *Glamorganshire*, Captain VYVYAN, will be despatched for the above Ports on or about 5th July.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 11, 1895. 1097

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILING FROM HONGKONG, 1895.
(SUBJECT TO ALTERATION.)

Altmore	Monday	15th July.
Chittagong	Wednesday	7th Aug.
Astoun	Saturday	14th Sep.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Altmore* will be despatched for VICTORIA, and PORTLAND, OREGON, via [illegible] and YOKOHAMA, on or about the [illegible] July.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE and one Copy must be sent forward by the Steamer to the care of the O. R. & N. FREIGHT AGENT, Oregon Railway & Navigation Co., Portland, Oregon.

For further information as to Passage, Freight, apply to
SHEWAN [illegible]
Agents.

Hongkong, June 24, 1895.

Loading.

Steamer.	Agents.	Date of Leaving.
[illegible] & Portland	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]

FRAGRANT WATERS' MURMUR

That the typhoon cone and the thunder-showers of to-day are perhaps as welcome to Hongkong residents as was the downfall of the Radical Government.

That we were told the other day the Colony had only a few days' water supply, but now this imminent danger of falling back on condensed or Whampoa water has passed away.

That one of the dangers of a scarcity of water is cholera, and I see poor Singapore is suffering from that disease, bordering upon an epidemic form.

That we shall probably treat the Straits more liberally than the Straits treated Hongkong last year so far as quarantine is concerned

That it is curious how long a self-evident fact takes to get hold of the official mind.

That everybody knows here the cause of our scarcity of water—Mr Chadwick clearly indicated it in his report—and yet the Water Authority will not recognise the indiscriminate placing of taps in Chinese floors as the real cause of our waste.

That it is clear to most people the usual calculations as to the rainy season in Hongkong are out of the running.

That a greater margin will therefore have to be given in estimating our water supply and guarding against scarcity.

That I have not heard how the crusade against the dollar-a-dozen liquid fire is progressing.

That I see you have been poking fun at an institution (semi-public, semi-private) generally known as the L. R. C.

That I remember the fuss that was made when the ground was leased at a peppercorn rent, some years ago, and must say the 'Paradise' has evidently been worked smoothly enough for the past few years.

That it is not a thrilling matter of public interest whether the fair members of the Club preferred to pay for their tea and cake, or do not; and yet the so-called 'Ministerial Crisis' which has arisen on the Tea and Cake Bill has almost overshadowed the greater crisis at Downing Street.

That it seems to me the Opposition in this matter prefers to pay a Tea Duty upon tea which they do not consume, and the Committee have resigned in consequence.

That it is not often a ruling body goes out of office because the general body insists upon increasing their subscription.

That times must be looking more prosperous than I had fancied—unless some very deep under-current of social feeling is present in the L. R. C.

That I hear the other Association conducted by the ladies (Heaven bless 'em!)—the L. R. S.—continues to do excellent work, and would go on prospering and to prosper if some would-be 'big wigs' would only leave the Executive to do its benevolent work in its own rational and sensible way.

That the unfortunate delay in the settlement of the Formosa business continues, and is, I take it, one of the most scandalous displays of Chinese duplicity which this China-Japan war has yet shown.

That it is difficult to employ moderate language when writing of the situation in Formosa.

That whatever may be said about who should have got Formosa, the Japanese have had the 'Beautiful Island' ceded by treaty.

That it would appear Japan is now conquering a province (the Island Province), and is fighting the soldiers of the very Power which, by solemn Treaty, had handed over the territory.

That no attempt seems to have been made by China to remove this stigma from the Chinese name.

That perhaps stigma is not a word that can apply to China in these days of utter demoralisation.

That it would be interesting to know what communications have passed between Tokyo and Peking concerning the Black Flags, and what Peking and Tokyo have to say to H. B. M. Ministers about the insolence of the Black Flag leader.

That political anomalies are more numerous in China than elsewhere is well known, but the situation at Anping strikes me as peculiar and absolutely comical.

That no reliance whatever can be placed either upon the promises or upon the power of the Chinese Government; but the situation at Anping raises the serious question whether China can be regarded as a Power to be recognised in any sense by civilised nations.

That it is almost a pity the British vessels do not pulverise these Black Flags.

That it is a mercy the Plague in Hongkong has ceased, spite of the unprecedented heat and lengthened drought.

That the 'returns' have now ceased, not because we have adopted the method of some Colonies—'mum' or misrepresentation—but because there are no returns to publish.

That the 'unofficial remnant' of the Sanitary Board has returned, looking hale and hearty.

That I hear the West Point Reformatory has at last (and rightly) been placed under the inspection of the Visiting Justices of the Peace.

BROWNIE.

ROBINSON and Co. make a special feature of Selling Pianos and Organs on the Easy-payment system.

[illegible] been recently decided by the English [illegible] that the copyright of a photograph is the property of whoever orders or pays [illegible] be taken.

[illegible], Guitars, Mandolines, Autoharps, [illegible], also Strings and Fittings for sale at Robinson and Co.

An interesting report of experiments ordered by the German War Office to determine the effect of weight on soldiers in full marching order is published. The five [illegible] who volunteered as subjects [illegible] a distance of 15 miles and 82 [illegible] The weight in three categories was [illegible] 59lbs., and 65lbs., and fractions. [illegible] the first weight it was found that a [illegible] moderate temperature could cover [illegible] distance with ease; in hot and close [illegible] ther, slight inconvenience was experienced. The weight of 59lbs. did no [illegible] in moderate weather, but proved [illegible] when it was hot, and effects were [illegible] next day; and with the third weight of [illegible] the ill-effects were naturally much [illegible] decided.

[illegible]RITIES IN THE BLOOD.—'We have seen [illegible] letters from people who have received [illegible] benefit from the use of Clarke's Blood [illegible]ure. It cannot be too highly estimated, for [illegible]nses and clears the blood from all im[illegible].' This is a good testimonial from the [illegible] Doctor, which goes on further to say: [illegible] finest Blood Purifier that science and [illegible] brought to light, and we can with the [illegible]fidence recommend it to our subscri[illegible] the public generally.' For Scrofula, Eczema, Bad Legs, Skin and Blood [illegible], Pimples and Sores of all kinds, its [illegible] marvellous. Thousands of wonderful [illegible] effected by it. Clarke's Blood [illegible] everywhere, at 2s. 9d. per bottle. [illegible] imitations and substitutes.

GREEN ISLAND CEMENT COMPANY, LIMITED.

An extraordinary meeting of shareholders in the Green Island Cement Company, Limited, was held to-day at Messrs Shewan and Co's offices, Praya Central. Mr R Shewan presided, and there were also present Messrs J. Orange, Lee Sing, Poon Pong (directors) C. H. Grace, R. K. Leigh, G. M. Bain (shareholders), and F. J. V. Jorge (Secretary).

The Secretary read the notice of meeting.

The Chairman said—Gentlemen, this is simply a formal meeting called for the purpose of acquiring the power to reduce our capital in any manner permitted by law, and at such times as we may think best. I believe I am quite safe in saying that the necessity for writing off a large portion of our capital is apparent to and admitted by all shareholders in the Company, and your Directors and Managers have for some time past been considering the best and quickest way of doing this, and at the same time of raising additional funds for working capital, the Company as you know being at present entirely dependent upon loans from the General Managers for the money required for its business. No scheme of reorganisation has yet been definitely decided upon, but we hope before long to be able to submit a suitable one to you; and in the meanwhile we are not losing any time, as before any steps can be taken to reduce our capital we must first have the power, which we have not at present by our Articles of Association. To obtain such power we have called you together to-day and for that purpose I now beg to move the following resolution:—'That the words "and the Company may at any time by special resolution reduce its capital in any manner permitted by law" be added at the end of Article No. 19 of the Articles of Association of this Company.'

Mr Leigh seconded.

Agreed.

The Chairman—The resolution just passed will require to be confirmed at a subsequent meeting to be held after 14 days from now, and due notice of same will be given to you by advertisement. If any shareholder has any questions to ask I shall be pleased to answer them.

There being no questions, the meeting was brought to a close, the Chairman thanking shareholders for attending.

ENGINEERING AND SHIPBUILDING IN THE FAR EAST.

A PLEA FOR HONGKONG.

A meeting of the members of the Institution of Engineers and Shipbuilders of Hongkong was held last night to discuss a paper by Mr W. C. Jack, Haiphong, entitled 'Engineering and Shipbuilding in the Far East.' Mr R. Cooke presided; there was a fairly good attendance of members.

The Chairman briefly opened the discussion by stating that while Mr Jack had handled his subject in a very careful and very able manner there were a few items in his tabulated statement of the relative cost of shipbuilding material, wages, etc., to which exception might be taken.

The Hon. Secretary, Mr A. Johnston, read the following communication from Mr W. S. Bailey, chief engineer of the *Heungshan*, who was unable to be present:—Taking a broad view of the future of shipbuilding in China it seems very probable that she will soon compete successfully with home yards in the production of ships and machinery of every class; and as proof that this matter is engaging attention at home we have the utterances of Sir Thomas Sutherland who, at a recent meeting of the P. & O. Co., mentioned the probability of future vessels of the Co. being built, not in Europe at all, but, upon the banks of the Yang-tse. In Mr Jack's estimate, the cost of iron and steel is put down at about 50 per cent above home prices; and plumber's work, rigging and blocks, iron forgings, ironmongery, paint, and all imported articles are set down at much above home cost. Under these adverse conditions it appears that a vessel may be built here at a small advance on British price, and with these advantages in favour of the locally-built steamers—that the work being done under the owner's eye is not likely to require expensive alteration after the vessel is set to work,—that the time and expense of the voyage out are saved, and that the money paid for the vessel is circulated among ourselves instead of at home. Our great advantage over home builders is of course cheap labor; and supposing a local yard such as the Dock Co. to once attain full swing in shipbuilding I think the difference in cost between European and Chinese labor would be even more marked than the Paper states. But taking even Mr Jack's figures for labor, and taking iron and all other items at home prices, it will be seen that the vessel could be built here at much less than home cost. Are we justified in saying that the materials for shipbuilding will in the future be obtainable here at home prices? Certainly we are. That cheap labor, which already tells so strongly in our favor when building, will also tell strongly in the production and manufacture of the raw material from Chinese soil. China is rich in minerals; and iron, mined and manufactured in China, and transported here by rail, could be delivered at Kowloon for less than home cost. Will Britain always hold the premier position in shipbuilding? Our national pride fondly whispers that she will. But it is a long lane that has no turning; and when we consider the vast extent of China, with her teeming millions whose wants must be supplied; when we look at her rivers, and extent of coast line; her mines of iron and coal, and above all, her unlimited supply of cheap and efficient labor waiting employment,—the conviction is forced upon us that, were these advantages utilized, we could build ships here as quickly and cheaply as can be done in Europe. Aye! we could build them *more* cheaply, and we could undersell British firms in their own market. How near the opening up of China may be we cannot tell; but in these unsettled times we know not what a day may bring forth. The great British civilizers, missionaries and gunboats, are already getting to work in China; and once the ball of progress is set rolling advance will be rapid. In his opening sentence Mr Jack speaks of the value of this Institute and of our craft in the Far East. That the Institution of Engineers and Shipbuilders of Hongkong may become worthy of its name and something more than a social club, that its influence may be felt in the promotion of shipbuilding and engineering in this port, and that we may benefit by the discussion of technical questions,—this I take to be Mr Jack's meaning; and his sentiments will be endorsed by every member who has the dignity and usefulness of his profession at heart. Mr Jack deserves our thanks for an original and most opportune paper; for now that Japan is progressing rapidly in Western Arts, and there appears some prospect of the vast resources of China being opened up—at such a time what better title could be chosen for a paper than 'Engineering and Shipbuilding in the Far East.'

The Chairman said—It is with a feeling of great diffidence that I rise to make any remarks on the very able paper written by Mr William C. Jack, who has handled his subject very carefully in most of its important points. Before going further, however, I must, on behalf of Hongkong shipbuilders and engineers in general, and the Company which I have the honour to represent in particular, thank Mr Jack for the high tribute he has paid to us all for our ship-building and engineering skill. I quite agree with him that 'we've got the tools and we've got the men,' and it only requires ship-owners to come forward with orders and thereby give us the opportunity to illustrate to them and to the world that Mr Jack makes no idle boast when he says 'To-day Hongkong is in a position to turn out and equip sea-going steamers in every way equal to the home article.' And from my own experience—which is not a short one—I am able to state that a steamer, constructed in Hongkong, can be as faithfully built, engined and equipped as in any European shipyard, and more suitable to Eastern requirements. If we take, as Mr Jack has done, the cost of bringing a steamer out from Home into consideration, then our prices will compare most favorably with Home rates; more particularly if the vessel should be a small one, say under 1000 tons, as such a vessel could not obtain payable freight, and consequently the whole expense of bringing such a steamer from Europe to China would be so much added to her laid-down cost here. In the table of figures given by Mr Jack some of the items may be taken exception to. For instance, in *Iron shipbuilders' work*, the first item for *Iron and Steel*, 40% added to the Home rates for the raw material is in my opinion too high a percentage to be allowed for Hongkong; I should say 25 to 30 per cent would be about right. The next item, *Keel and Stern Frame*, I feel sure could be forged in Hongkong under proper supervision at a cost of 10% over Home prices. *Carpenters' work, men's wages* I think 50% too much to deduct from Home prices for those of Hongkong, as with the intelligence and machine work brought to bear by workmen at Home now, against the, still to a great measure, hand-labour and perverseness of many of the Chinese mechanics, the difference in favor of native labour is not so great as at first appearing. I think had Mr Jack allowed under this head 25% in favor of Hongkong rates, he would have been nearer the mark. Also under the head of *Joiners' Work*, in the item for *Joiners' wages* the same allowance, viz. 25%, would be ample. I pick out these few items as those which strike me as the principal discrepancies in the shipbuilding part of the steamer quoted, but as the differences are so small, I think we may take Mr Jack's figures throughout as very nearly correct. I therefore consider that on the whole Mr Jack has fairly demonstrated to us that the building of a ship of 1000 tons can be effected in Hongkong at a cost of 13/10d. per ton gross, over Home prices; and when we consider the cost of bringing such a vessel from Home, under the most favorable circumstances, the balance is very largely in favor of the Hongkong-built ship. Before closing my remarks on Mr Jack's paper, I must say that I consider he has done Hongkong, and thereby this Institution, material service in handling this subject in such an able manner, and I sincerely trust that the publication of this paper and others of a similar nature may be the means of pointing out to local and Coast ship-owners the ready means they have at hand for building steamers and engines that will compare favorably with those built in Europe both as to workmanship and ultimate cost, and this would likewise refer to vessels of even larger dimensions than the one above quoted. In fact I see no reason why ship-building in Hongkong should not successfully compete with European yards if we keep up our machine shops and yards to the same standard of excellence in tools and labour-saving appliances as is done in well-conducted Home yards. I hope the Hongkong Ship-builders and Engineers will ever try to maintain their well-earned reputation for turning out good work in all departments, as by so doing they will better further the Ship-building and Engineering interests of this Colony and themselves also, as well as add to their present high reputation. Something might be added to what I have already said, but my time has been limited and I could not give the subject all the attention I could have liked. There is a large field in Hongkong and China for engineering and shipbuilding. I think the great drawback is the want of confidence in local concerns. Shipowners seem to doubt the ability and skill of the people in China. I am sure some of the vessels I have seen built in the East would do credit to any Home yard of the very best kind, vessels built in Hongkong and other parts of the East have really been turned out in such a manner that unless you were told that they were built in the East you could not have told that they were not built in a first-class British yard, and that is saying a great deal (applause). I think if shipowners and those interested in shipping would only have a little more confidence, particularly in the Hongkong engineers and shipbuilders, they would be treated very well, they would have very faithfully-built vessels, and it would be a very great help not only to the prosperity of Hongkong but to shipbuilding and commercial interests in the East generally (applause).

Mr Kinghorn congratulated members on the prominent position occupied by this Institute in Eastern shipbuilding, and urged the younger members to take a larger share in maintaining its pre-eminence. In regard to Mr Jack's praise of the unique flotilla of steam launches in Hongkong, Mr Kinghorn expressed a hope that the use of oil motors would extend, being much cleaner and neater than coal for small boats, as well as cheaper. As to the cost of shipbuilding in the East, there was a very interesting and significant article in one of the technical papers by Mr F. Elgar on Japanese advancement in iron and steel shipbuilding. It showed that Japan was a very serious competitor, and could evidently quote prices very far below Hongkong. Analysing Mr Jack's estimates of cost, Mr Kinghorn thought many of the figures had been put too low; but he would like to hear from Mr Jack on this point, for if iron and steel could really be got out so cheaply it would be valuable information. Mr Jack was eminently qualified to speak on such subjects, and it was to be hoped he would give further papers. (Applause.)

The Chairman said that he was sure Mr Jack's figures were reliable, though prices might fluctuate and the quotations taken might have been at the cheapest point of the market. Personally he knew of transactions at the prices quoted by Mr Jack.

Mr Johnston also knew of steel and iron being at those rates or even lower, though lately there had been a great rise. A year or two ago, business was very dull and home works were taking orders at no profit at all, simply to keep their men at work.

Mr Winterburn said that Mr Jack seemed to take a very roseate view of shipbuilding in the East, and the Chairman's opinion coincided and that represented the principal shipbuilding business in China, so that it must have weight. But his own opinion was that there would not be much iron and steel shipbuilding out here for a considerable time. Singapore had built a ship of 2,000 tons and one of 1,800 tons, but rather by way of experiment. Labour was a difficulty here; in England and Scotland, when trade became dull in one district, there would always be a migration of large numbers of skilled men from some other district—for instance from Glasgow to Barrow and so on—and so it was possible to maintain an enormous stock of trained men in the country. But here the men had to be trained on the spot, and the supply was necessarily limited. It was simply a question of growth, and it would be slow growth; and in order to produce a crop of trained artizans it would be necessary to have more than one shipbuilding yard to support such a population of workers. In wooden shipbuilding, China had a better chance, since the Chinese were excellent carpenters, and there was no limit to the supply of such labour, all the way from Vladivostock to the Straits Settlements. As to the cost of building steamers in Hongkong. Mr Winterburn thought that Mr Jack had if anything put his figures too high, especially if there should be enough of orders to allow of duplicating work, which of course would make it cheaper. It might make a difference of over £1,000 on £10,000, in the cost of a £20,000 steamer. But one shipbuilding port alone could not do much, unless subsidised as in Japan by Government; otherwise it would be necessary to have alternative fields for labour.

Mr R. Mitchell thought the gist of the whole matter was that shipowners were slow to believe that yards in the Far East were quite competent to build ships. They thought nothing could be done properly except at home, and so very few orders were placed here. As a matter of fact, the work here was as good as any at home, and was moreover better suited to Eastern requirements. The designing here was quite as careful and as good. He differed from Mr Jack in regard to the cost of stern-wheelers, which were a special feature of Mr Jack's firm in Haiphong, and moreover were there built for the use of the firm itself and so need not show any profit on cost of building. That made a great difference. In regard to the cheapness of labour in the East, it was a mistaken idea; as a matter of fact, though a Chinaman would work for less than a European, his work was also worth much less; he could not do so much. Mr Mitchell had positive knowledge that a steamer could be put afloat and on her run in the East more cheaply by an Eastern firm than she could be brought out from home; of course the time taken in bringing out should be considered, especially in the case of small steamers, which could not get paying freights for the outward trip. But at present a steamer of 2,000 tons or over could not be built in the East in anything like the home time. This was due largely to the lack of men to meet a rush of work, as Mr Winterburn said; if a ship-yard at home had more than its ordinary work to do, extra men could be readily obtained from elsewhere, but not in the Far East. The home yards also did not have to mix up building work with repairing work; here they did, so that building operations often had to be suspended when repairing work came in. An encouraging feature was the increasing number of Europeans who settle in the East and make it their home, instead of simply staying three or four years and then giving place to new men.

The Chairman said that, hitherto, most of the building operations, in Hongkong in particular, had only been carried on to keep the men in training for repairing work, at times when business was dull.

Mr Kyles thought that the excellence of the finish and workmanship of Eastern yards was not due to the Chinese labourers so much as to the Europeans who superintended. He had seen splendid work turned out; it meant more care and responsibility on the heads of firms and departments.

Mr A. Johnston said that labour was the great stumbling-block in the way of Hongkong becoming a great shipbuilding centre, and the remedy depended [illegible] progress of time and on the extent of business provided by shipowners. Chinamen were capable of being trained into excellent workmen; he had seen in the north a great deal of them—men taken straight from the plough or the rice-field, and they turned out very good workmen. As to the cost of building stern-wheelers in Haiphong, Mr Johnston did not see how it was possible to build really cheaper than at home. But with regard to the rest of the paper, he endorsed the remarks that had been made in praise of Mr Jack's able and exhaustive work. Mr Johnston had two years ago visited the Yangtse Iron Mines, belonging to the Viceroy of Hupeh, and thought they only wanted developing. There was, however, as usual in Chinese concerns, a lack of capital. Also there should be better tools. But the ores were very good, equal to anything in America or England. The Hanyang Ironworks were on too large a scale, and were wrongly located—far away from the mines. Another point that should be remembered was the silver question; as long as China and Japan continue using silver, they will be able to quote prices far below those of gold-using countries. Already England was feeling this in the cotton trade, in which Japan was going ahead rapidly. Mr Jack's paper came at an opportune moment, when changes were likely to occur in the whole aspect of business in the East. Hongkong has special advantages for becoming a shipbuilding centre, in being a free port and always having cheap freights to any part of the world. Shanghai had built a special class of river boats, with great success, and Hongkong might do the same for the West River.

Mr Rowe eulogised the shipbuilding and engineering leaders of Hongkong.

After a little further discussion, the meeting terminated with the usual votes of thanks.

YOUNG Wife (dreamily): 'How lovely it would be if all things in this world would work in harmony.' Husband (thoughtfully): 'M'yes! For instance, if butter would only go up and down with the thermometer.'

'THE Health and Vigour of an individual depend upon the quantity and quality of the Blood. When the tissues have been at work, there are thrown into the blood, waste products, and if these do not eliminated but (through any cause) detained in the blood they influence nutrition and function and finally produce organic disease.'—*The Humanitarian.* In cases of Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, the effects of Clarke's Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

TENANT—'The plaster in the house I occupy is falling down, and I'm afraid if I have it fixed and taken out of the rent the landlord will kick. What would you advise me to do?' Lawyer—'Move. Five dollars, please.'

THE Blood is the source from which our systems are built up, and from which we derive our mental as well as our physical capabilities. If the blood is diseased the body is diseased. Sufferers from Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of any kind are solicited to give Clarke's world-famed Blood Mixture a trial to test its value. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

DEPRESSION IN THE CHINA SEA.

Sr. José de Navarro, the Spanish Consul, has courteously forwarded the following telegram to us:—

'Binondo 28th June, 7.11 p.m.—There is a depression in the China Sea, to the N.W. of Manila, probably between the Parallels 17 and 19.'

The following notice was issued by the Hongkong Observatory:—

On the 28th at 4.25 p., A depression appears to be situated to the W.N.W. of Bolinao. On the 29th at 10 45 a., The depression seems to be increasing in intensity, but it apparently occupies much the same position as yesterday. Black South Cone hoisted. At 11.0 a., Forecast:—barometer falling: moderate N.E. and E. breezes, probably increasing: squally and showery.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

THE NEW CABINET.

The completion of the new Cabinet is not expected until Saturday.

THE GOVERNMENT POLICY.

Lord Salisbury stated in the House of Lords that the policy of the Government was to dissolve Parliament at the earliest date, he hoped by the 8th July.

FRANCE AND CENTRAL AFRICA.

The French Chamber has resolved by an immense majority to postpone passing the vote of credit for Col. Monteil's proposed expedition to Central Africa.

THE PROPOSED INTERNATIONAL UNIVERSITY ATHLETIC CONTEST.

Harvard has declined to accept the challenge of Oxford and Cambridge to an Athletic Meeting.

(*From 'El Comercio.'*)

THE CUBAN CAMPAIGN.

MADRID, June 16.

The Council of Ministers has agreed to send a squadron of men-of-war to make up the number of forty vessels to blockade the coasts of Cuba.

MADRID, June 18.

A Naval Commission has left for England with the view of purchasing nineteen vessels, from 40 to 300 tons, for service in Cuba.

THE NEW LINE OF STEAMERS.

MADRID, June 23.

The first steamer of Pinillos, Izquierdo & Co.'s line will leave Barcelona on the 7th July next, for the Philippines.

THE SHARE MARKET.

Mr Erich Georg's Weekly Share List, dated Hongkong, Saturday 29th June, says:—

A fair amount of business has been done during the week in some of the principal stocks, and rates are steady with few exceptions.

Bank Shares.—Business was put through in the afternoon of the 22nd instant in Hongkong and Shanghai Bank shares at 182 per cent. prem. for delivery to-day, and at 186 per cent. prem. for 31st August, and during this week a fair amount of transactions have been reported at 182 183, 184, 184½, and 185 per cent. prem. for cash; also at 190 per cent. prem. 31st August and at 193 per cent prem. for 30th September, market closing quiet with a few shares offering at 184 per cent. prem. (perhaps 183 per cent. prem.) for cash. The London quotation remains £44. A few small lots of Nationals found buyers at $28.

Marine Insurances.—China Traders are in demand at $68 to $68½ and Cantons at 162½. Straits have changed hands at $18½ and are wanted at that figure. Other stocks under this heading unchanged.

Fire Insurances quieter, owing to the losses sustained in Japan. Hongkongs are on offer at $205, and Chinas at $84; a few small lots of the latter stock changed hands at $83½ and $84.

Shipping.—Hongkong, Canton and Macao Steamboats advanced to $33, but the rate gradually receded to $32, at which rate several hundred shares were taken off the market during the last two days. The closing rate is $32½ sellers. China and Manilas could be placed at $53, but other shipping stocks are neglected.

Refineries.—No business.

Mining Stocks do not show much change. Punjoms have advanced to $6; the letters from the mine state that the poor result from the cyanide process is due to an accident to the vats, which would not happen again, and to the fact that the work is new to the company's hands at the mine. Charbonnages are weak at $105, and Jelebus at $3 30. Balmorals have gone up to $5 75 sales and buyers, a telegram from the mine stating that the rains have set in, and that crushing would be resumed on 1st proximo. Raubs have dropped to $4 sales and sellers; the *Daily Press* of 27th instant reproduces the Mining Manager's report for the four weeks ending 13th instant.

Docks Wharves and Godowns.—In Hongkong and Whampoa Dock shares a very fair business has been done at 102 to 107 per cent. prem., and higher rates are expected to rule, as the company has done remarkably well, and it is just possible that a better dividend will be declared for the current half-year. The steamer *Taisang* met with an accident on Thursday when going alongside the Wharf at West Point, by striking the Praya wall and damaging her stem, which has necessitated her docking. A few Hongkong and Kowloon Wharf and Godown Company's shares have changed hands at $41.

Lands, Hotels and Buildings.—The only business to report is a sale of Hongkong Lands at $59, at which rate there are further buyers, holders demanding higher rates.

Miscellaneous.—Small sales of Green Islands and Watsons have been reported at $9½ per share. Hongkong Electrics have been done at $4.80 to $4.85 and are on offer at $4.90. Gas and Rope shares are wanted at quotations. Hongkong Ices have been sold at $80 to $81, and shares could be placed now at $83.

CLARKE'S WORLD-FAMED BLOOD MIXTURE.—'The most searching Blood Cleanser that science and medical skill have brought to light.' Sufferers from Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of any kind are solicited to give it a trial to test its value. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

LATE TELEGRAMS.

(*From Australian Exchanges*).

SHOCKING ACCIDENTS.

London, May 31.—A shocking raft accident has taken place in Canada. A large timber raft got adrift in the Ottawa River and was swept over the falls. Thirty-three lumbermen who were upon the raft were drowned.

An explosion has taken place on board a gunboat at Guayaquil, on the coast of Ecuador, South America. Fifteen of the crew were killed.

THE TICHBORNE CLAIMANT.

London, May 31.—The *People* publishes further particulars of the confession made by Arthur Orton, the Tichborne Claimant. It states that Orton's knowledge of the Tichborne family was obtained from a Mr Bogle in Sydney. When at Sydney the Claimant intended to raise all the money he possibly could and to slip away to California, where he thought that his identity would be lost. Fearing to proceed with his imposition, he reached Panama, but could not evade his fellow-passengers, so he proceeded to England. Some interesting details of his first interview with the Dowager Lady Tichborne are given.

DISCOVERY OF SPLENDID COUNTRY IN SOUTH AFRICA.

London, June 4.—Trekkers from the Transvaal, South Africa, who went northward, report having discovered splendid fertile country beyond the Kalahari Desert, excelling in fertility the land in the Transvaal.

LARGE MAHDIST ARMY ROUTED.

The troops of the Congo Free State have routed, with great slaughter, a large Mahdist army.

DETAILS OF THE JEDDAH MASSACRE.

London, May 31.—An attack has been made by Bedonin Arabs upon the foreign consulates at Jeddah, near Mecca, Arabia. The British Vice-Consul was killed, and the British, French, and Russian Consuls were wounded. The cause of the attack is not known. Further particulars of the attack on the foreign consulates of Jeddah, near Mecca, Arabia, show that while the consuls were taking a stroll in the cool of the evening they were attacked by Bedonins, who fired at them from a distance of four yards. It is feared that the Russian and French consuls, who were seriously wounded, will die. Fifteen arrests have been made.

June 3.—The Sultan of Turkey has apologised to the Powers for the attack made at Jeddah, upon the foreign consulates, in which the Russian, French, and British Consuls were wounded and Mr Abdur Razzak, the British Vice-Consul, was killed. The Sultan has ordered an inquiry to be made into the affair.

GREAT FIRE IN HAMBURG.

London, June 1.—The petroleum stores at Hamburg were set on fire by lightning during a thunderstorm. The stores, which contained vast quantities of oil, were destroyed; 5500 tons of oil in tanks and 36,000 barrels of oil were consumed. The damage is estimated at £100,000.

AUSTRALIAN FEDERATION.

London, June 3.—In an article dealing with the question of Australian federation the *Times* states that it is difficult to believe in the reality of the federal movement in Australia. Victoria, it says, is virtually the only colony that is dealing with the question in a practical spirit. If the colonies were federated, it would be easy to find a Governor for such a dignified position; whereas the reductions at present being made in the salaries of Governors of the Australian colonies enhances the difficulty, as the curtailment detracts from the dignity of the office, and necessitates heavy personal expenditure on the part of its occupant.

THE ATTACK ON A SPANISH GOVERNOR.

London, June 4.—An attempt has been made upon the life of the Marquis D'Estella, Governor of Madrid During a midday reception which was being held by the Governor a captain of infantry named Clavijo fired at the Governor with a revolver, and wounded him. An side-de-camp in attendance on the marquis struck Clavijo with his sabre, and wounded him. Clavijo was immediately secured and locked up.

Later.—Clavijo has been condemned to be shot to-day. The outrage was the result of an affair repecting a lady.

(*Ceylon Exchanges.*)

COUNTY CRICKET.

London, June 12.—Surrey beat Somerset by nine wickets; Yorkshire beat Middlesex by two hundred and ninety-nine runs; and Notts beat Leicester by an innings and sixteen runs.

THE RUSSO-JAPANESE TREATY.

London, June 12.—The *Times* publishes a telegram from St. Petersburg, stating that the Russo-Japanese Commercial Treaty is identical with Great Britain regarding the most favoured nation clause.

OBITUARY.

London, June 12.—General Charles Fraser.

THE DEVELOPMENT OF UGANDA.

London, June 14.—During a debate on Uganda in the House of Commons last night, Sir Edward Grey announced that the Government had decided to establish a separate protectorate over the territory between Uganda the coast, and to construct a railway through the country.

THE MADAGASCAR WAR.

London, June 14.—A British man-of-war been ordered to Madagascar for the protection of British subjects, and to remove them, if necessary, to a place of safety. The French troops forced the passage of the Betsiboka on June 6th, and subsequently stormed Mevatanana.

THE PROPOSED MONETARY CONFERENCE AND THE GERMAN STATES.

London, June 14.—The German states are generally adverse to the proposed Monetary Conference.

PRINCE NASRULLA VISITS SCOTLAND.

London, June 14.—Prince Nasrulla Khan arrived at Glasgow yesterday.

THE ITALIAN BUDGET.

Rome, June 13.—The Italian Budget was presented to Parliament to-day by Signor Sonnino, Minister of the Treasury, who estimates a small surplus for the current year, without adding to the present taxation or increasing the public debt. The Budget modifies some previous forms of taxation, and contains proposals for a series of measures for reducing the circulation of State notes to one hundred and ten million lire.

DR Cuyler tells the story of a little boy, the son of good Presbyterian parents, who was asked the question in the catechism, 'What is the chief end of man?' and answered it: 'Man's chief end is to glorify God and annoy him forever.' 'There are too many men,' says Dr Cuyler, 'who act as if that were their chief end.'

'FOR THE BLOOD IS THE LIFE.'—If the blood is laden with impurities it spreads disease as it circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain. Clarke's World-famed Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of all kinds its effects are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. Beware of worthless imitations and substitutes.

EXPORTS.

Per s. s. *Aglaia*, for Hongkong: [illegible] Matting, 100 cases Ca[illegible] Canes, 55 cases China[illegible] boo Sticks, 34 cases H[illegible] Tea, 10 cases Paper, 6 c[illegible] Chairs, 3 pkgs. Bamboo [illegible] enware, 1 pkge. Feath[illegible] Pongees. For Havre: op[illegible] cases Camphor, 22 cases [illegible] and 13 cases Chinaware. F[illegible] Hamburg option London, 1[illegible] phor and 20 cases Star anis[illegible] Hamburg, 2,170 boxes Tea, [illegible] Cassia, 618 pkgs. Merchandis[illegible] pkgs. Bristles, 245 pkgs. Rattan[illegible] 230 cases Ginger, 195 pkgs. Fe[illegible] pkgs. Canes, 85 rolls Matting, 2[illegible] Sticks, 18 pkgs. Galangal, 7 cas[illegible] pkgs. Sundries, 3 pkgs. Rattanw[illegible] Chinaware, 2 pkgs. Safflower, [illegible] Paper, 1 case Essential Pow[illegible]der Gongs and 1 case Skins.

Per s. s. *Oceanien*, sailed 28th [illegible] For Continent, 537 bales Raw Silk, [illegible] Silk Piece Goods, 15 cases Essential [illegible] cases Curios, 28 pkgs. Hair and 467 [illegible] Tea; from Foochow, 1,480 pkgs. Tea [illegible] London, 50 bales Waste Silk.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr Aparicio	Miss L. Mowbray
Mr N. Baun	Mr G. Mudge
Mr W. J. Canter	Mr and Mrs D. C. Neave
Mr P. P. Crossley	Capt. Palmer
Miss K. Douglas	Mr W. Paritt
Mr W. A. Duff	Mr C. Schubert
Mr N. B. Furse	Mr C. H. Sim
Mr C. Harris	Mr K. Stetzl
Mr J. J. Hoar	Mr O. Stewart
Miss Howarth	Mr and Mrs J. P. Thomas and child
Mr J. Kinghorn	Mr C. Willard
Mr J. Kirkwood	Mr and Mrs W. H. Whiting and family
Mr W. Kramme	
Mr N. T. Low	
Miss E. Mackay	
Mrs and Miss May	

PEAK HOTEL.

Mr J. W. Bolles	Mr F. D. Maclean
Dr. F. H. Bowers	Mr Hugh McCallum
Mr J. G. Buckle	Major The Hon. E. Noel
Miss Coe	
Mr R. P. Dipple	Mrs Nool and child
Mrs Framer and child	Mr Sandelands
Mr Geo. Fenwick	Mr B. P. Sheldon
Mr W. S. Harrison	Mr A. B. Skottowe
Mr Geo. Holmes	Mr F. H. Slaghek
Mrs Geo. Holmes	Mr and Mrs A. Findlay Smith & family
Mr G. Hoyes	Mr A. G. Stokes
Miss Inman	Rev. and Mrs Vallinge
Mr H. U. Jeffries	Mr and Mrs Wilson
Major and Mrs G. K. Moore	

MOUNT AUSTIN HOTEL.

Mr F. H. Armstrong	Mr Henry Crawford
Mr and Mrs Arthur Anderson	Mrs Eiswaldt and 5 children
Mr Ashton	Mr W. D. Graham
Mr H. Boetel	Mr Chantrey Inchbald
M. A. W. Brewin	Mr R. S. Judah
Mr D. E. Brown	Mrs D. R. Law
Mr Hart Buck	Mr and Mrs Macbean, children and nurse
Dr. and Mrs J. Cantlie and child	Mr C. Malsch
Mr and Mrs Charles Cohen	Mr & Mrs E. McLeod
Mr J. B. Coughtrie	Mr McNeill
Mrs A. J. David	Mr H. E. Meyerink
Master Archibald David	Mr and Mrs W. Noyes
Mr and Mrs F. J. Haver Droezo	Mr Morshouse
Dr R. Eiswaldt	Mr and Mrs Murphy
	Mr and Mrs Palmer
	Mr H. E. Pollock
	Mr H. E. Tomlins

WINDSOR HOTEL.

Mr G. W. Allen	Mr Hastings
Mr L. Berndt	Mr P. Macfarlane
Mr and Mrs W. G. Carey	Mr W. MacIntosh
	Mr C. Manirus
Miss Cynthia Carey	Mr and Mrs Marty
Miss Dot Carey	Mr Ernst Mirow
Mr Lester

THE CARE OF JABEZ

Jabez B[illegible] there marinades[illegible] who re[illegible] was a mo[illegible] Office at [illegible] he was must be [illegible] member [illegible] the House of [illegible] familiar [illegible] way to nurse [illegible] of Ch[illegible] [illegible] of English [illegible] Meanwhile, those [illegible] connection [illegible] which to find an [illegible] the [illegible] boy with a [illegible] Party agents in Great [illegible] Parliamentary agents [illegible] [illegible] them, [illegible] every-[illegible] of the greatest distinct character. But [illegible] that life in a Parliament [illegible] might be carried on in [illegible] dangerous eddies of [illegible] ambitious man's character, [illegible] the young Balfour set on [illegible] promising bills of [illegible] undertakings, or writing [illegible] for ambitious schemes, that [illegible] to ask himself why he [illegible] one day be the proud author [illegible] generous schemes, and prime[illegible] [illegible] over there [illegible] the Palace [illegible] later, among those financial [illegible] from his business avocations [illegible] admire from the respectful [illegible] distance of a clerk's [illegible] wherever and whenever it may [illegible] first felt the eager thrill [illegible] ambition, it was not long before [illegible] Balfour began to reckon them. The [illegible] Liberator Group was initiated in the [illegible] Its author was then no more than 25. One scheme led to another, and each success paved the way to a fresh one. And here we may remark that though we are concerned only with the Liberator Group, Balfour's financial activities were by no means confined to those companies. He was, indeed, known in the House of Commons as the Champion Director, being on the boards of no less than thirteen companies. Of these he was at one time chairman of four, and vice-chairman of two others. Schemes in all parts of the world occupied his attention, and among them we may mention, as an instance of Mr Balfour's comprehensive activity, the Imperial Ottoman Ice Company, Limited. In this scheme—for freezing out the unspeakable Turk!—Mr Jabez Balfour served under Sir John Gorst, M.P., who was chairman of the company. Mr Balfour had entered the House in the great Liberal wave of 1880, in which year he was returned for Tamworth. He subsequently sat for Burnley, and his rejection at Doncaster—the one Tory gain during the by-elections of 1886-92—will be fresh in every politician's recollection. The son of a marine-store dealer, who at the age of twenty-five initiated a vast financial scheme like that of the Liberator Group, who afterwards beat the record in company-promoting, and who won for himself a high position in the political world, must obviously have been possessed of more than ordinary gifts and graces.

In the days of his greatness Mr Balfour was always 'Mr Spencer Balfour.' But no sooner did he disappear from the scene of his activity, than we all with one consent took to thinking of him, speaking of him, and writing of him as Jabez. What, then, was his 'secret'? It was the principle of grouping his schemes. He was a head-centre controlling many branches, and each branch was made to subserve all the others. Something of the same secret may be discovered in the arts of personal influence upon which his financial schemes were built. He was a man of many sides, and knew how to make all the sides contribute to each other. He was a financier among politicians, a politician among financiers, and a man of religion among both. His religion and his philanthropy lent unction to his politics. His religion, his philanthropy, and his politics, gave sanctions to his financial schemes. His eminence as a financier gave him weight as a politician, solidity as a philanthropist, consideration as a man of religion. He was a regular chapel-goer, and was an open-handed giver. When the Liberator prospered (or was declared to prosper), to God did Jabez Balfour attribute the increase. To one chapel he presented a peal of bells, as if to call others to the same religious zeal as his own. The bells, we believe, are still there; and will doubtless be employed each Christmastide in 'ringing out the false,' 'ringing in the true.' Zealous in all religious observances himself, his militant Nonconformity took the form of indignant protest against the easy-going ways of the Established Church.

As a 'rousing' platform-speaker Balfour had indeed few equals; and he was in great request in political circles. He was a first-rate electioneer, and knew all the arts of attracting political, no less than financial, support. He played very adroitly, for instance, with his name; and used to tell admiring audiences—this was at the time of the Anti-Coercionist crusade—that though the name of Balfour was odious to the Radicals there, he was proud of his name—Spencer Balfour—because those who had given him Spencer for a name were illustrious and pious workers for social and religious advancement. His Radicalism was of the most pronounced type; but he acted on the principle 'Liberal is as Liberal does,' and his cheque-book was always ready at the call of any local need. He was fond, too, of inviting 'leading Radicals' to his country house, where he fairly overpowered them with his genial manners and magnificent entertainment.

Politics, religion, and philanthropy did not exhaust Mr Balfour's energies. He was also a great man in local affairs. He lived, when in town, at Croydon, and identified himself so conspicuously with its fortunes that when it received a charter of incorporation, Jabez Balfour become, almost as a matter of course, its first Mayor. In the mayoralty he was succeeded by his friend Hobbs, who was subsequently to pass from the bench to the dock. The portraits of these two worthies were for a time the proudest ornaments of the Croydon Council Chamber. What has been done with the portraits now, we do not know; but their places on the walls is now set deal[illegible].

Mr. Jabez Balfour was not exactly 'a beauty,' but he had a beautiful and bewitching way with him. His speeches at direc[illegible] meetings were so confident in tone, so [illegible] in spirit, so emphatic in assertion, that [illegible] in search of plausible excuses to [illegible] for neglecting his duties must have [illegible] amply provided. 'We had such con[illegible] in Mr Balfour.' That was the ex[illegible] which one and all had to give for [illegible] conduct or irregularity; and the [illegible] thing is the number of different [illegible] of people in whom the man succeeded in [illegible] the fullest confidence.

The bluff, genial manner of the man must have been invaluable to him. He was a generous spender, too, and much given to hospitality. He was, indeed, personally fond of luxurious living, and his country place near Oxford—Burcot Manor House—was in every respect a most [illegible] residence. There he entertained [illegible] and business, we do not doubt, was often insinuated over the walnuts and the wine.

But in the case of Jabez Balfour, his [illegible] was not based only [illegible] genial manner, and [illegible] To his underlings he was by no [illegible] the Niobe of the [illegible] 'all smiles.'—*W. Sydney.*

OFTEN TIRED BUT NEVER WEARY.

"Let's discuss this point for two minutes. There's a man who says that at a certain period he began to feel 'tired and weary.' That's precisely the way he put it in his letter. Now anybody has a right to feel tired or fatigued after the same thing. After labour or much [illegible]. But the happy fashion of telling you to hold up, to [illegible] it. It is a natural and, to health, with [illegible] and sleep just ahead, a pleasant feeling. But weariness!—that's different. That comes of monotony, of waiting, of [illegible]. Weariness is of the mind, not of the body. But it can [illegible] the body, all the same. If this bothers you at first, don't say, 'Stick!' [illegible] but study up on it. A man may be tired and happy, but not *weary* and [illegible]. For weariness is [illegible] depressed spirits, [illegible] the middle. And [illegible] you will be wise to find out what's gone wrong.

It is a short factor, this [illegible] and we can just as well quote the whole of it. The writer says: [illegible] in November, 18[illegible], when I began to feel tired and weary. [illegible] as if, I had no strength left in me. Before that I had always been strong and healthy. My appetite was poor, and for days together I could not touch any food that was good for me. After every meal that I ate [illegible] sing down I had such dreadful pains [illegible] and back that I was almost crazed to [illegible] when there was a sharp pain across the [illegible] as though I was stabbed with a knife. [illegible] nights together I didn't sleep at all. [illegible] began to lose flesh rapidly, and rapidly [illegible] into a complete [illegible]. I gave up my work, however, [illegible] me, because I [illegible] I trembled from head to foot. [illegible] I gradually got worse and worse, and my eyes were sunken and drawn in. I consulted a doctor in Kentish Town. He gave me medicine, but it did no good. After all this I got the idea into my head that I should not recover.

"One day a lady came into the shop, and noticing the state I was in, kindly asked how long I had been ill. I told her all about it, and she said, 'You try Mother Seigel's Curative Syrup; it has made me well, and I believe it will do you good.'

"I sent for a bottle, and after taking only a few doses I felt relieved. Presently my food agreed with me, and I enjoyed my meals. I could sleep better also, and by keeping on taking the Syrup I soon got as strong as I ever was in my life. Since that time (now over four years ago), I have been in the best of health. I consider that in all probability this remedy saved my life; at all events, it restored my health, and life without health don't amount to much. I gladly consent to the publication of this statement, and will answer inquiries. Yours truly (Signed), G. Vince, 142 Shepherd's Bush Road, London, W., November 30th, 1892."

Thus Mr. Vince's unfortunate experience comes to happy end. As he has to work for a living, like most of us, he is no doubt often tired, but never weary any more. And what can possibly be more wearisome than long-continued illness? With him, as with millions, it was the stomach that was in fault. His food entered the stomach and stopped there. So he suffered from two bad results: he received no strength from it, but he did receive the deadly acids and gases which the fermented stuff gave birth to. Indigestion and dyspepsia. The same old story of pain and misery, and, thank mercy, the same story of restoration and gratitude after an appeal for help had been made to good old Mother Seigel.

OWING to increase of Business, W. Robinson and Co. have removed their Piano and Organ showrooms to Connaught House—large stock—low prices.

DEAFNESS.—An essay describing a really genuine Cure for Deafness, Singing in Ears, &c., no matter how severe or long-standing, will be sent post free.—Artificial Ear-drums and similar appliances entirely superseded. Address Thomas Kempe, Victoria Chambers, 19, Southampton Buildings, Holborn, London.

'I'd rather have a nutmeg than fame,' said the idiot. 'Why?' said the wise man. 'Because,' replied the idiot, 'fame is for the great, but the nutmeg is for the grater.'

For the past quarter of a century there has been one continuous flow of letters bearing testimony to the truly wonderful cures effected by Clarke's World-famed Blood Mixture, 'the finest Blood Purifier that science and medical skill have brought to light.' Sufferers from Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of any kind, are solicited to give it a trial to test its value. Sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

Lawyer: 'What's that book you are reading?' Law Student: 'Oh, it's a work on common sense.' Lawyer: 'Yes, sir, and one day with such a book as that would ruin your mind for legal work for ever.'

'For the Blood is the Life.'—Clarke's World-famed Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of all kinds, its effects are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. Beware of worthless imitations.

CUTICURA for the HAIR

Luxuriant hair, with a clean, wholesome scalp, free from irritating and scaly eruptions, is produced by CUTICURA SOAP, the most effective skin purifying and beautifying soap in the world, as well as purest and sweetest for toilet and nursery.

Sold throughout the World. Price, 25 c. Prepared by the Potter Drug & Chemical Corporation, Boston, U.S.A.

MILKMAID BRAND CONDENSED MILK

The "Milkmaid" Brand is guaranteed to contain all the cream of the original milk. In the process of manufacture nothing but water is removed, nothing but the best refined sugar added.

Avoid low-priced brands from which the cream has been abstracted, and ask for the "Milkmaid" Brand, the best for all purposes.

Notices to Consignees.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *RADNORSHIRE*, FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st Prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Prox., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co., *Agents.*

Hongkong, June 24, 1895. 1162

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Hertha*, Capt. Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ld., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd July, at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co., *Agents.*

Hongkong, June 27, 1895. 1187

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Steamship *Ningchow*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 2nd July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd July will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co., *Agents.*

Hongkong, June 26, 1895. 1179

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *ARGYLL*, FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st Proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Prox., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co., *Agents.*

Hongkong, June 24, 1895. 1161

WINDSOR HOTEL, HONGKONG.

THIS Establishment, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, *Proprietor and Manager.*

Hongkong, November 24, 1894. 1907

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship *Glenfruin* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow.

Cargo remaining undelivered after the 5th July will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 11th July, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., *Agents.*

Hongkong, June 28, 1895. 1200

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingsang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on Monday, the 1st July, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., *General Managers.*

Hongkong, June 28, 1895 1194

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *PATHAN*, FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st Prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Prox., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co., *Agents.*

Hongkong, June 24, 1895. 1163

To Let.

TO LET.

From 1st July.

NO. 5, WEST TERRACE.

Apply to

G. C. ANDERSON, 13, *Praya Central.*

Hongkong, May 31, 1895. 1028

TO LET.

DWELLING HOUSES—

HOUSES in Ripon Terrace.

One FLOOR in Blue Buildings.

OFFICES—

FIRST FLOOR, No. 7, Praya Central, at present occupied by Messrs. Holliday, Wise & Co.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, June 17, 1895. 215

TO LET.

THE Eight-Roomed House, No. 27, Caine Road, occupation from 1st *September next.*

No. 9, Seymour Terrace.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, June 1, 1895. 1138

Intimations.

CHAN A-TONG, COAL MERCHANT, No. 5, Arsenal Street, East. *Business Office: No. 21, Gilman Street.* 478

CALDBECK, MACGREGOR & Co., Wine and Spirit Merchants, 13, Queen's Road.

Hongkong, August 18, 1891. 1612

FURNITURE WAREHOUSE.

LI KWONG LOONG, *Carbinet-maker and Art Decorator*, from Shanghai, has opened a FURNITURE STORE at No. 3, Wyndham Street, The only Shop in Hongkong with this name, Where HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr. "LI KWONG LOONG furnished "the Annexe to our Dispensary and "gave us every satisfaction."

(Sd.) "A. S. WATSON & Co., Ld."

Orders punctually attended to and Charges Most Moderate.

CHINESE INSPECTION INVITED.

Hongkong, April 13, 1895. 718

Intimations.

NOTICE TO MARINERS, No. 49 (Special).

CHINA SEA.

WOOSUNG INNER BAR.

Precautions to be taken to prevent collisions and obstruction of the Channel.

IN view of the fact that the Difficulties and Dangers of Navigation at the Woosung Inner Bar have been very greatly increased by the Non-observance of Rules intended to facilitate traffic and prevent accidents that were published in Notices to Mariners Nos. 23 and 46 Special), issued respectively on the 14th January, 1893, and the 29th November, 1894, such portions of the same as are applicable at the present time are repeated below, as a reminder to all concerned.

'A very careful look-out should be kept by all vessels approaching the Bar, and those having the tide against them should wait for those going with the tide to pass first; also a vessel overtaking another should regulate her speed so as to allow the one ahead to get clear of the Bar first.'

The look-out enjoined by the above Rule should begin at or outside the Woosung Spit Buoy on board of inward bound vessels, and at or above the upper end of Gough Island on board of outward bound ones.

'Captains and Pilots are notified not to attempt to cross the Bar when the signals at the Woosung Station indicate less water than the vessel is drawing, unless they have previously obtained information as provided for in the subjoined note.'

As the prosperity of the shipping trade of Shanghai depends greatly upon the conscientious observance of the two Rules above quoted, it is urgently requested that every possible means shall be taken by those interested to see that they are carried out.

NOTE.

'As it is sometimes the case that a greater depth than is signalled can be obtained by following a track which cannot be indicated by the Bar Marks, Captains and Pilots wishing for further information than that shown by the signals should apply at the Harbour Master's Office at Shanghai, or to the Berthing Officer at Woosung, shortly before the occasion on which they may wish to make use of such knowledge.'

A. M. BISBEE, *Coast Inspector.*

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 15th June, 1895. 1172

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES, (From 1st April to 31st October).

One person, per day	$ 4.00
One person, per month ...	$75 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00

For further Particulars, apply to

THE MANAGER, *New Victoria Hotel.*

Hongkong, April 10, 1895. 696

CHAS. J. GAUPP & Co., *Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.*

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.

Christofle & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY in great variety.

DIAMONDS AND DIAMOND JEWELLERY.

A Splendid Collection of the Latest London Patterns, *at very moderate prices.* 742

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA, 8, *Queen's Road Central.*

Hongkong, January 2, 1894. 1

WEEKLY NEWS FOR HOME.

The Overland China Mail,

IS PUBLISHED to suit the Departure of each English and French Mail Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The *Overland China Mail*, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the *China Mail* Office to subscribers, on their addresses being forwarded to the Office.

Subscription:

Per Annum,	$12.00,	postage,	$1.50
" Quarter,	3.00,	"	0.50
" Single Copy,	0.30.		

China Mail Office, Hongkong.

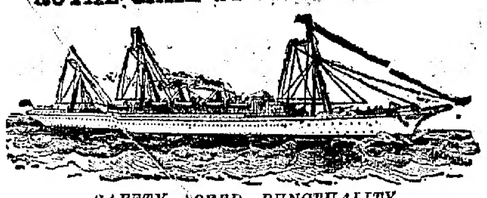
SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received by the Sailor's Home, [illegible] Point.

Address: Rev. [illegible], Superintendent.

Intimations.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Proposed Sailings from Hongkong.

EMPRESS OF INDIA....Comdr. C. P. Marshall, R.N.R..Wednesday, 3rd July.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....Wednesday, 24th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....Wednesday, 14th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANSCONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF THE TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent*, Pedder Street.

Hongkong, June 12, 1895. 1001

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *PEKIN*, Captain G. L. Langborne, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 4th July, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the *ORIENTAL*, which Vessel takes on her Cargo for LONDON, *vid* SUEZ CANAL leaving that port on the 26th JULY, 1895).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY, *Acting Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, June 20, 1895. 1148

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Proposed Sailings from Hongkong.

Subject to Alteration.

Bayern.....	Monday	July 22.
Preussen.....	Monday	August 19.
Sachsen.....	Monday	Sept. 16.
Gera.....	Monday	Oct. 14.
Prinz Heinrich...	Monday	Nov. 11.
Preussen.....	Monday	Dec. 9.
Sachsen.....	Monday	Jan. 6.
Gera.....	Monday	Feb. 3.

ON MONDAY, the 22nd day of July, 1895, at 3 p.m., the Company's Steamship *BAYERN*, Capt. Schmolder, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* Naples and Genoa.

Shipping Orders will be granted till Noon, on Saturday, the 20th July, Cargo and Specie will be received on board until Noon, on Monday, the 22nd July, and Parcels will be received (at the Agency's Office) until Noon, on Sunday, the 21st July. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.00, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., *Agents.*

Hongkong, June 28, 1895. 1191

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 10th July, 1895, at Noon, the Company's S.S. *ERNEST SIMONS*, Commandant Vinot, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered to London as well as for Marseilles, and accepted in transit through Marseilles for principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 5 p.m., Specie and Parcels until 3 p.m. on the 9th July, 1895. (Parcels must be to be sent on board; they must be at the Agency's Office.

Contents and value of Packages required.

For further particulars, apply to Company's Office.

C. TOURNADRE, *Acting Agent.*

Hongkong, June 26, 1895. 1[illegible]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to Interior and Eastern Cities of the United States and Canada and to Europe.

HONGKONG TO LONDON, $[illegible]

Excellent accommodation. First Class Table. Doctor and Stewardess on board.

HONGKONG TO NEW YORK [illegible]

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may be booked by one of the first class Atlantic Lines.

HONGKONG TO TACOMA, $[illegible]

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Proposed Sailings from Hongkong.

(Subject to Alteration).

Victoria.....	3,167	Tuesday	July [illegible]
Tacoma.....	2,549	Tuesday	A[illegible]
Hankow.....	3,594	Tuesday	Aug [illegible]
S.S.....	.....	Tuesday	Sep[illegible]
Victoria.....	3,167	Tuesday	Oc[illegible]
Tacoma.....	2,549	Tuesday	Oc[illegible]
Hankow.....	3,594	Tuesday	Nov[illegible]

THE Steamship *VICTORIA*, [illegible] Panton, R.N.R., sailing at Noon TUESDAY, the 16th July, will proceed to VICTORIA, B.C., and TACOMA, SHANGHAI, INLAND SEA, KOBE, YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate and *one copy must be sent forward by steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, [illegible]

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage, Freight, apply to

DODWELL, CARLILL & Co., *Agents.*

Hongkong, June 26, 1895.

NOTICE.

THE Undersigned have been appointed Sole Agent for WOOD & Co.'s well known COW BRAND of Finest AUSTRALIAN TABLE BUTTER in 1 lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMMERT, *Duddell Street.*

Hongkong, April 20, 1895.

Printed and published by [illegible] Ballin at the *China Mail* Office, [illegible] Street, Hongkong.